



Update



BRIDGE REHABILITATION PROJECT

JANUARY 2010

Neighbourhood Advisory Committee (NAC)

ARTS AND CULTURE
Gas Station Theatre

BUSINESS
Osborne Village BIZ
Downtown BIZ

COMMERCIAL PROPERTY OWNER
Great-West Life

COMMUNITY ORGANIZATIONS
Osborne Village Community Gardens
Gertrude McMillan Neighbourhood Group
West Broadway community organizations representative

CYCLING/ACTIVE TRANSPORTATION
Bike to the Future

GOVERNMENT
Legislative Building

HERITAGE
Manitoba Historical Society

PROPERTY MANAGERS – RESIDENTIAL
Globe General Agencies
Manitoba Property Managers Association

REGIONAL
Winnipeg Chamber of Commerce

RELIGIOUS INSTITUTIONS
Augustine United Church

SOCIAL SERVICES
Oak Table Ministries

CITY OF WINNIPEG DEPARTMENTS
Public Works
Planning, Property and Development
Transit
Community Services

CONSULTANTS
Wardrop Engineering
Dillon Consulting
Hilderman Thomas Frank Cram
Landscape Architects

CONSULTANTS
COLLABORATIVE PLANNING/PUBLIC CONSULTATION
Susan Freig and Associates

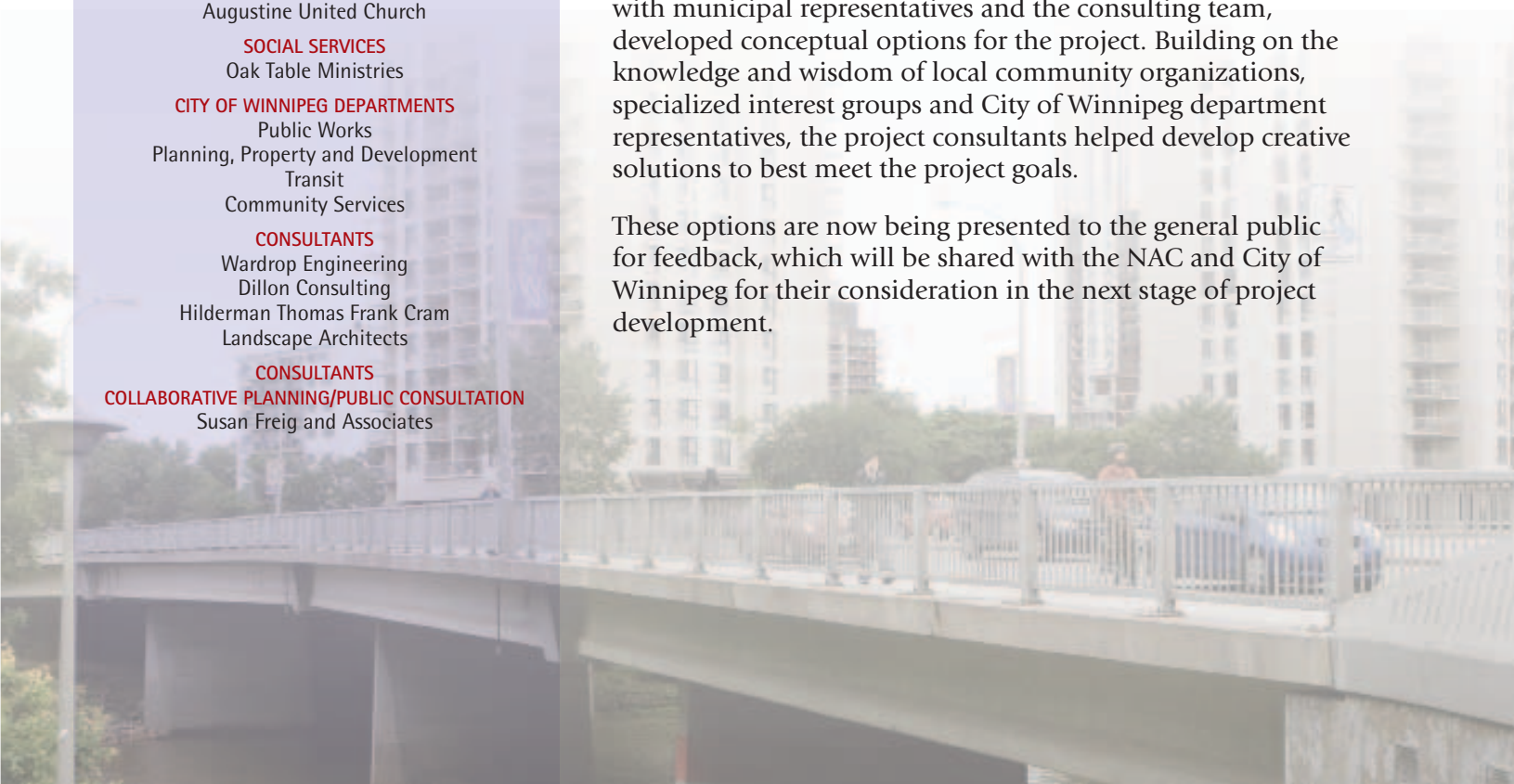
What is the Osborne Bridge Rehabilitation project all about and how is it being planned?

A collaborative planning process has been underway since last summer to prepare for the scheduled rehabilitation of the twin Osborne Street Bridge beginning in 2011. The project will preserve and upgrade the bridge and its approach roadways from River Avenue to Broadway so they meet current City of Winnipeg standards. The planning process is taking into account present and future social, economic, land use and transportation considerations consistent with City Council policies and guidelines.

A Neighbourhood Advisory Committee (NAC) was formed including representatives of sectors and communities that are affected by or interested in the project. Committee members participated as representatives of a broader constituency. At meetings in the fall, NAC members received important background information about the project and shared information about their constituencies' interests and concerns.

The NAC developed project goals and then, working with municipal representatives and the consulting team, developed conceptual options for the project. Building on the knowledge and wisdom of local community organizations, specialized interest groups and City of Winnipeg department representatives, the project consultants helped develop creative solutions to best meet the project goals.

These options are now being presented to the general public for feedback, which will be shared with the NAC and City of Winnipeg for their consideration in the next stage of project development.





What factors guided the planning process?

The committee's decisions were guided by a number of limitations. The project must:

- Stay within the capital budget of \$17 million.
- Upgrade the facility to current City of Winnipeg standards without an additional row of girders or substructure modifications.
- Work within the limited City of Winnipeg right of way on either side of the approach roads.
- Carry out the work in accordance with City bylaws, policies and guidelines.

What were the project goals?

The NAC's collaborative planning process was guided by a set of established project goals. The rehabilitated bridge must be:

- * Technically sound
- * Environmentally responsible
- * Cost effective
- * Reflective of the needs of the community and city in general
- * Generally understood and accepted by most of those affected

The group discussed these goals to provide a more specific framework for decision-making. Some of the key points on which the NAC agreed were:

- * Improve services for pedestrians and cyclists and coordinate with the City's Active Transportation strategy while ensuring fair accommodation for all modes of transportation;
- * Maximize the use of the existing structure in the rehabilitation;
- * Incorporate features to make it self-sustaining and more cost effective to maintain;
- * Design an aesthetically pleasing bridge that is respectful of neighbourhood identities on both sides of the river;
- * Ensure a safe environment for all users.

What options did the NAC develop?

After exploring many ideas, the NAC developed two options that fulfilled the project goals while remaining consistent with the scope of the project. They are presented here for public feedback.

Option 1

The first option features a 2.7 m (8.9 ft.) sidewalk and a 1.8 m (5.9 ft.) shoulder on both sides of the bridge to separate cyclists from pedestrians.

Features:

- Traffic lanes 3.5 m (11.5 ft.) (three southbound, two northbound)
- Sidewalks 2.7 m (8.9 ft.) (both sides)
- Centre median 1.6 m (5.3 ft.) including the shy distance
- Shoulders 1.8 m (5.9 ft.) on both sides for cyclists
- Barrier between cyclists and pedestrians 0.45 m (1.5 ft.)

Option 2

The second option features a wide multi-use lane on the west side of the bridge that is shared by cyclists and pedestrians and ties-in effectively to existing and future Active Transportation routes to the north along Assiniboine Ave. and south along Roslyn Rd. Cyclists do not have to dismount here as they must on a standard width sidewalk. The shoulders for cyclists travelling on the road are not as wide as Option 1.

Features:

- Traffic lanes 3.5 m (11.5 ft.) (three southbound, two northbound)
- 4.1 m (13.5 ft.) multi-use lane for pedestrians and cyclists on the west side, travelling in both directions
- 2.5 m (8.5 ft.) sidewalk on the east side
- Centre median 1.6 m (5.3 ft.) including the shy distance
- Shoulders of 1.2 m (3.9 ft.) on both sides for cyclists
- Barrier between multi use lane and traffic lanes 0.45 (1.5 ft.)

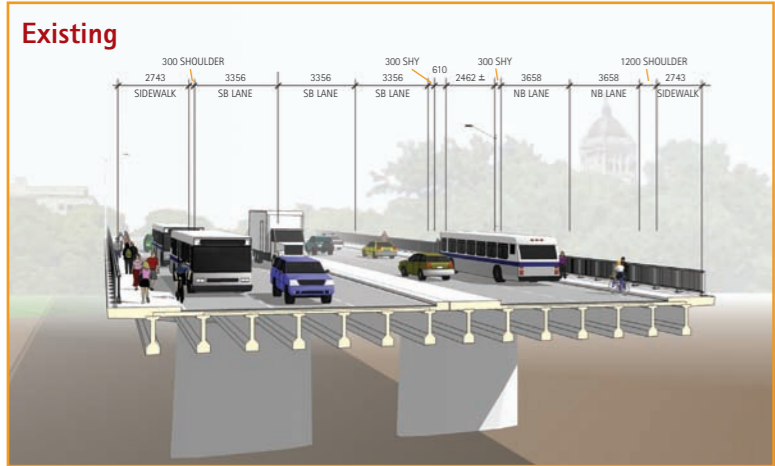
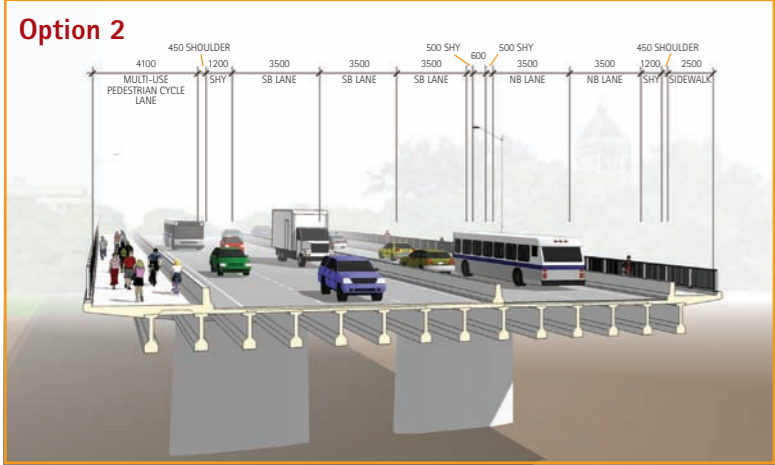
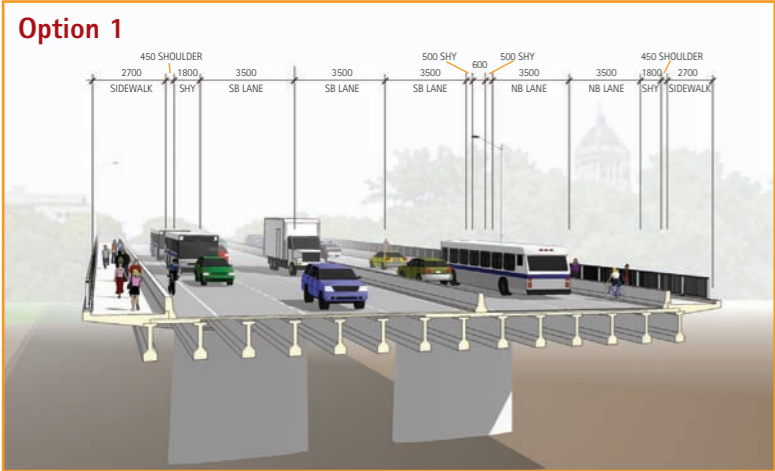
Some private property must be bought for Option 2 to proceed. The City of Winnipeg is working on this.

After evaluation of traffic movement patterns and consultation with stakeholder groups, a controlled pedestrian crossing is being considered across Osborne Street at Mostyn Place in both options. Also, due to concerns expressed about conflicts between pedestrians crossing north and cyclists turning east onto Assiniboine Ave. (behind the Legislature) there are plans to move the crosswalk further east. The sidewalks will be redesigned so that pedestrians have a direct northbound crossing path. The steep slope of the path at the northwest corner will be considered during the design phase of the project.

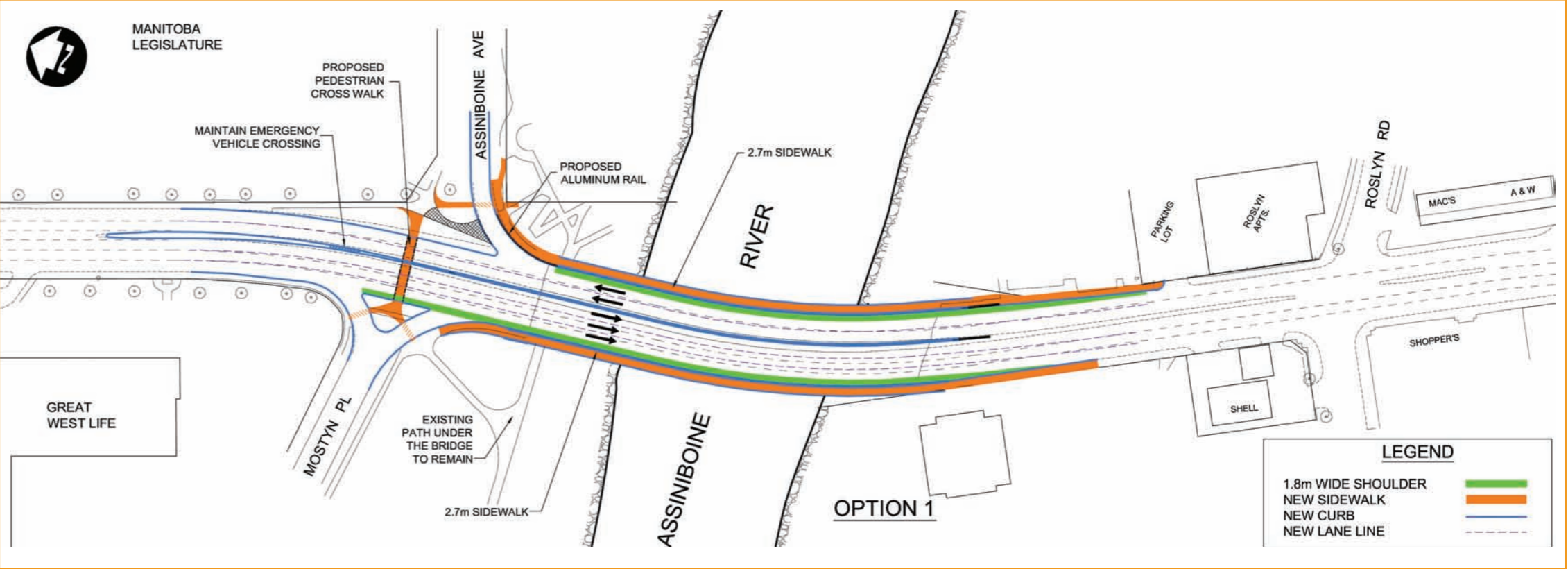
Osborne Bridge Rehabilitation Project - Plan Views

Connections to the City's Active Transportation routes will be ensured, specifically at Roslyn and north of the bridge. Various routes will be considered and integrated with the Osborne Bridge Rehabilitation project.

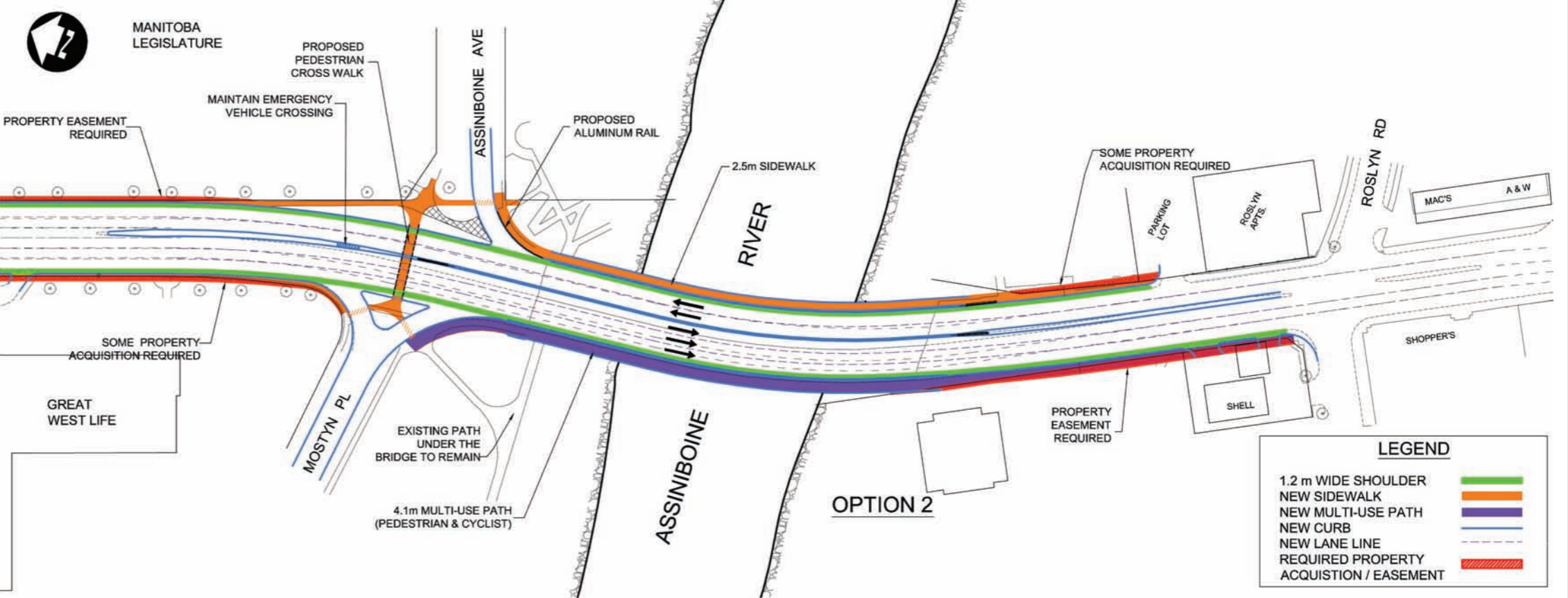
Traffic flow concerns for both vehicles and cyclists at the Roslyn intersection were discussed. Possible solutions include signal optimization and cyclist priority signals. The former will be done through the City's overall review of signal timing for major streets. The latter and other methods used in other jurisdictions will be reviewed.



Option 1



Option 2



How will the Osborne Bridge Rehabilitation project connect with the surrounding community?

In addition to the bridge and roadway options, the NAC also considered and discussed other related areas of interest to ensure a well-integrated plan. The NAC learned a great deal about the surrounding communities at the outset of the project, and through presentations made by neighbourhood and regional organizations, agencies and community leaders.

There is a strong desire to maintain Osborne Village as an “urban village” and gathering place. In fact, this is a guiding policy for the project as described in the City of Winnipeg’s Osborne Village Secondary Plan. Even though the area has a large amount of commuter traffic, the pedestrian-focused and human-scale environment must be enhanced. This urban village contrasts with the grandeur and stateliness of the Legislative buildings and surrounding grounds, Memorial Park and an architecturally notable corporate head office at the north end of the bridge. A subtle “gateway” to mark the transition has been suggested. Also, views of the bridge and from the bridge, need to be considered, both from the roadway and the river.

The area and bridge have a colourful and significant history. Ideas on how to honour that history include recognizing the Winnipeg street car system that originally crossed the bridge by using pieces of rail line in the bridge handrail, or commemorating the lives of individuals of renown who grew up in the area like Marshall McLuhan, who coined the phrase “the medium is the message,” or William Osborne Smith, after whom the street is named. These ideas could tie in with public art, preferably through a collaborative process between the Winnipeg Arts Council, the City and the community. Ideas from other cities include coloured lighting, sculpted finials and custom railings. Bridge aesthetics were emphasized by community participants.

The NAC noted the desire to incorporate sustainability and recycled materials. This would include salvaging, reusing or reassigning any reusable components of the existing bridge, and maximizing opportunities for Active Transportation throughout the project area. There was discussion about reflecting Winnipeg as a winter city – in both landscape and design – and doing it sustainably. For example, to create an aesthetically pleasing surrounding, the project should not rely solely on landscaping that is only visible in the summer.

Building on presentations about the City’s Universal Design Policy and Crime Prevention through Environmental Design, safety on, around and under the bridge for all users is paramount. This can be accomplished through careful planning of pathways, design details, a high level of lighting both on and under the bridge, well-pruned plantings that leave clear sightlines, and maintenance to keep the area attractive for all users. The importance of engaging the community in different ways can be explored further to build feelings of community ownership about the bridge.

Complex social issues affecting the surrounding neighbourhoods, in particular the homeless and street youth who live around and under the bridge, have been identified by local social agencies, representatives of the Winnipeg Police Service and community members. The NAC has considered various ideas to address their needs both during and after construction. Numerous organizations and stakeholders have met and are looking at forming a group to further address the situation in the long term.

Public feedback on these and other potential areas of interest is welcomed.



You are invited

Please come out to an Open House to learn more about the project. Chat with project representatives, read storyboards and view the project options and drawings.

We want to know what you think.

Saturday January 30, 2010
11:00 a.m. – 4:00 p.m.
Holy Rosary Church Hall
510 River Avenue

Project Timelines

Public Consultation – Broad public input	Winter 2010
Conceptual Design	March 2010
Preliminary Design	Summer 2010
Detailed Design	Winter 2011
Construction	Spring to Fall, in both 2011 and 2012

Managing traffic and neighbourhood concerns during construction

Traffic over the bridge will be maintained at all times in both directions, except for minor closures which will be short and well communicated. However, traffic will likely be restricted to one lane in each direction for both construction seasons (spring to fall 2011 and 2012). Utilities such as MTS and Hydro have to be accommodated. One sidewalk will be available throughout construction.

Due to the need to maintain emergency services, and because the Osborne Bridge is one of the City's key transit corridors, total closure that would allow completion of the project in a much shorter period of time is not feasible. Concerns of businesses and residents must also be taken into account.

Extended construction work hours to finish the project might occur. The City's noise bylaw will be considered given the large number of residents near the bridge as well as public and worker safety.

Some mitigation strategies to reduce traffic congestion are being considered and a plan will be prepared and communicated well in advance that includes identifying alternate traffic routes.

How can I have a say in the project?

In addition to this newsletter, which has been produced for the neighbourhoods adjacent to the project area, information is being shared with the public and feedback collected through display ads in the major newspapers, random and targeted surveys of residents and businesses, and an open house. Feedback received about the options will be considered by the NAC before completing the planning process. After the final NAC meeting and preparation of the public consultation report, the recommended plan will be presented at a community meeting.

Project Contact

More detailed descriptions of the development and components of the project are provided on the project website at www.winnipeg.ca/publicworks/MajorProjects/OsborneBridge/

For further information contact:
Matt Chislett, *P. Eng.*, Project Manager
City of Winnipeg Public Works Department
106 – 1155 Pacific Ave., Winnipeg, MB R3E 3P1
Fax: 986-5302
Email: mchislett@winnipeg.ca
Media inquiries please call: 986-6000

Response coupon *(Please return within one week to the project contact, information above.)*

1. Please rate each option, using a scale of 1 to 5, where 1 means your opinion is very negative and 5 means your opinion is very positive.

	<i>Very negative</i>			<i>Very positive</i>	
Option 1	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Option 2	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>

2. Of the two options presented, which do you prefer? **OPTION 1** **OPTION 2**

3. Why do you prefer this option? _____

4. Please share with us any other comments. _____





What factors guided the planning process?

The committee's decisions were guided by a number of limitations. The project must:

- Stay within the capital budget of \$17 million.
- Upgrade the facility to current City of Winnipeg standards without an additional row of girders or substructure modifications.
- Work within the limited City of Winnipeg right of way on either side of the approach roads.
- Carry out the work in accordance with City bylaws, policies and guidelines.

What were the project goals?

The NAC's collaborative planning process was guided by a set of established project goals. The rehabilitated bridge must be:

- * Technically sound
- * Environmentally responsible
- * Cost effective
- * Reflective of the needs of the community and city in general
- * Generally understood and accepted by most of those affected

The group discussed these goals to provide a more specific framework for decision-making. Some of the key points on which the NAC agreed were:

- * Improve services for pedestrians and cyclists and coordinate with the City's Active Transportation strategy while ensuring fair accommodation for all modes of transportation;
- * Maximize the use of the existing structure in the rehabilitation;
- * Incorporate features to make it self-sustaining and more cost effective to maintain;
- * Design an aesthetically pleasing bridge that is respectful of neighbourhood identities on both sides of the river;
- * Ensure a safe environment for all users.

What options did the NAC develop?

After exploring many ideas, the NAC developed two options that fulfilled the project goals while remaining consistent with the scope of the project. They are presented here for public feedback.

Option 1

The first option features a 2.7 m (8.9 ft.) sidewalk and a 1.8 m (5.9 ft.) shoulder on both sides of the bridge to separate cyclists from pedestrians.

Features:

- Traffic lanes 3.5 m (11.5 ft.) (three southbound, two northbound)
- Sidewalks 2.7 m (8.9 ft.) (both sides)
- Centre median 1.6 m (5.3 ft.) including the shy distance
- Shoulders 1.8 m (5.9 ft.) on both sides for cyclists
- Barrier between cyclists and pedestrians 0.45 m (1.5 ft.)

Option 2

The second option features a wide multi-use lane on the west side of the bridge that is shared by cyclists and pedestrians and ties-in effectively to existing and future Active Transportation routes to the north along Assiniboine Ave. and south along Roslyn Rd. Cyclists do not have to dismount here as they must on a standard width sidewalk. The shoulders for cyclists travelling on the road are not as wide as Option 1.

Features:

- Traffic lanes 3.5 m (11.5 ft.) (three southbound, two northbound)
- 4.1 m (13.5 ft.) multi-use lane for pedestrians and cyclists on the west side, travelling in both directions
- 2.5 m (8.5 ft.) sidewalk on the east side
- Centre median 1.6 m (5.3 ft.) including the shy distance
- Shoulders of 1.2 m (3.9 ft.) on both sides for cyclists
- Barrier between multi use lane and traffic lanes 0.45 (1.5 ft.)

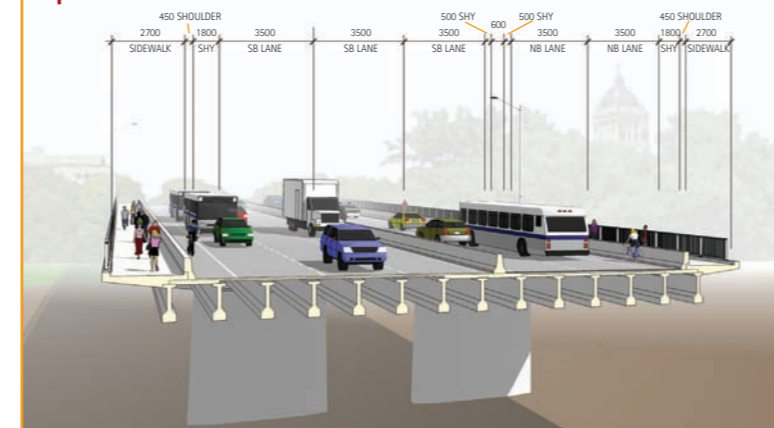
Some private property must be bought for Option 2 to proceed. The City of Winnipeg is working on this.

After evaluation of traffic movement patterns and consultation with stakeholder groups, a controlled pedestrian crossing is being considered across Osborne Street at Mostyn Place in both options. Also, due to concerns expressed about conflicts between pedestrians crossing north and cyclists turning east onto Assiniboine Ave. (behind the Legislature) there are plans to move the crosswalk further east. The sidewalks will be redesigned so that pedestrians have a direct northbound crossing path. The steep slope of the path at the northwest corner will be considered during the design phase of the project.

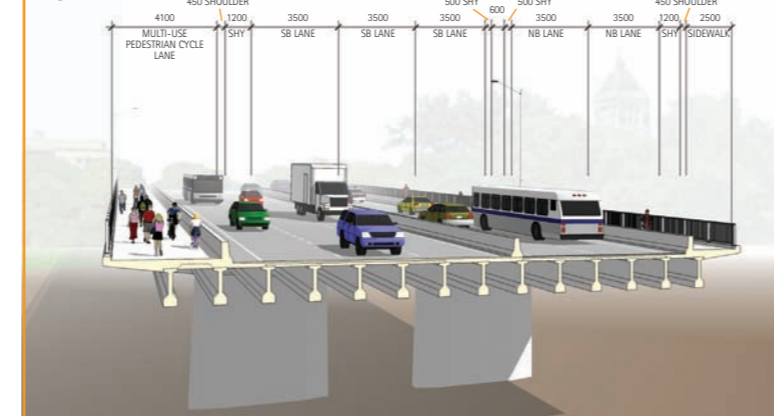
Connections to the City's Active Transportation routes will be ensured, specifically at Roslyn and north of the bridge. Various routes will be considered and integrated with the Osborne Bridge Rehabilitation project.

Traffic flow concerns for both vehicles and cyclists at the Roslyn intersection were discussed. Possible solutions include signal optimization and cyclist priority signals. The former will be done through the City's overall review of signal timing for major streets. The latter and other methods used in other jurisdictions will be reviewed.

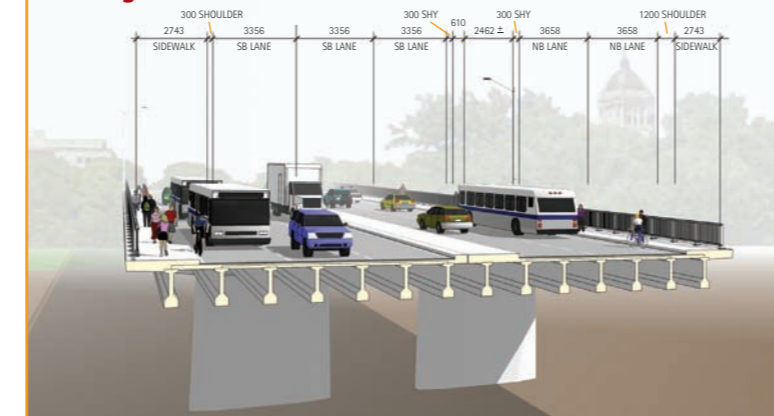
Option 1



Option 2

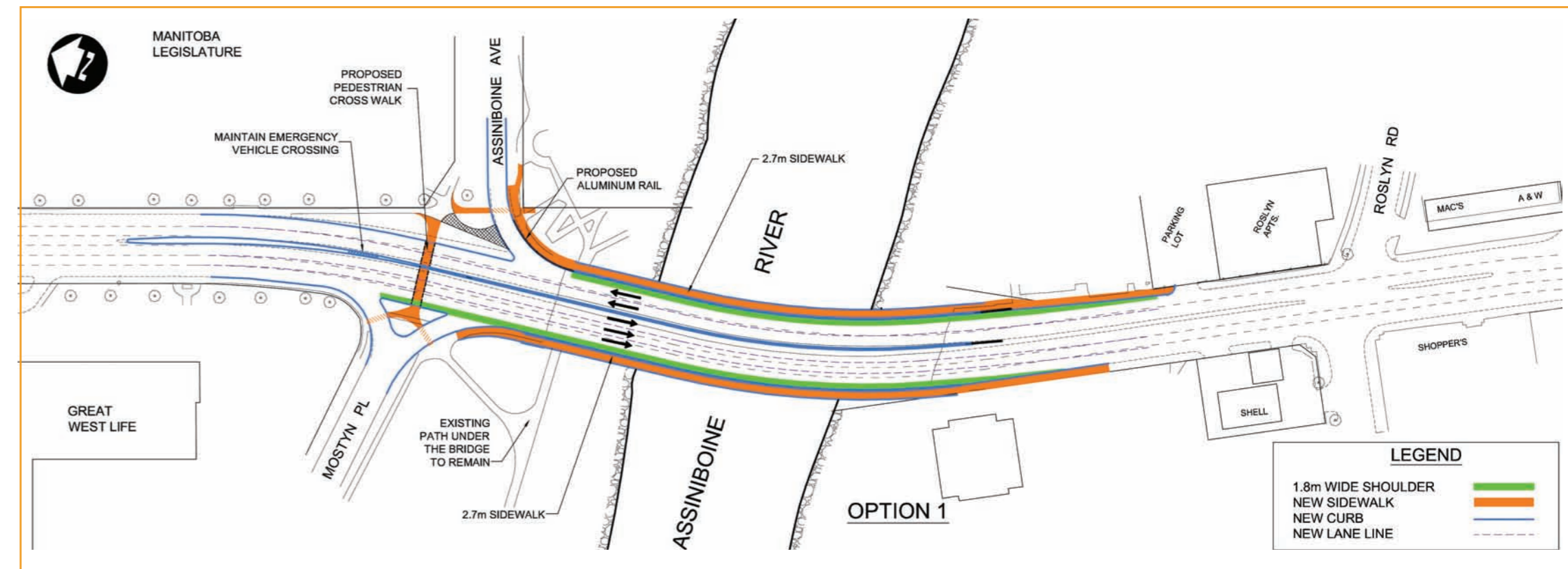


Existing



Osborne Bridge Rehabilitation Project - Plan Views

Option 1



Option 2

